

Stanislaw, another important railway center.

STRONG RUSSIAN ASSAULTS REPULSED WITH HEAVY LOSSES

BERLIN, July 31 (via London).—Strong Russian assaults in mass formation against the troops of General von Linsingen were repulsed, with the heaviest losses to the attackers, said the section of the German official statement to-day dealing with the eastern front. The Germans captured 1,889 Russians.

The official statement covering the eastern and western fronts follows:

"Western front: The British operations near Pozieres and Longueval lasted into yesterday. They heretofore had been hand-to-hand combats which followed in the morning along the whole front between Longueval and the Somme, the enemy bringing into action at least six divisions. Between Pozieres and Longueval the attack was kept down during the day by machine-gun fire, and the evening only developed into local attacks, also made with very strong forces.

"The enemy was repulsed everywhere with the heaviest sanguinary losses, and he has not gained a foot of ground. Where hand-to-hand combats developed they were decidedly in our favor, thanks to the energetic assault of Bavarian and Saxon reserves and brave Schleswig-Holsteiners.

"Twelve officers, 169 men and thirteen machine guns were captured. South of the Somme there were artillery battles.

"In the region of Peronne, in the Champagne, a weak French attack broke down under our fire.

"East of the Meuse the artillery fire was frequently increased to great violence. Southwest of Thiaumont there were small hand grenade battles.

"An enemy aeroplane attack on Conflans was answered by a bombardment of Ponto-Mousson.

"A French air squadron sent against Muelheim and Baden was stopped near Neuenburg by our fighters and put to flight. In the pursuit the leading enemy aeroplane was brought down northwest of Muelheim.

"Lieutenant Heindorf put his eleven enemy machine guns out of action north of Rapaume. Lieutenant Wintgens brought down his twelfth aeroplane east of Peronne.

"A French biplane was brought down west of Ponto-Mousson, and another was destroyed south of Thiaumont by our fighters.

"Eastern theater: In the vicinity of Pilschstadt the German reconnoitering detachments were repulsed.

"Attacks against our central position west of Lonschitz and near Kovel, on the Stumm, southwest of Pilsch, failed.

"Continued strong assaults of Russian masses against General von Linsingen were vigorously repulsed yesterday. Once more we caused the heaviest losses to the attackers. The enemy brought to bear his heaviest pressure on the sector on both sides of the Kovel-Sturm railway, between the Kovels and the Turka, south of the Turka and on both sides of the Lipa.

"A well-prepared center attack drove back the enemy who had concentrated near Zariz, south of Stobychva, thirty miles northeast of Kovel. So far as ascertained 1,889 Russians, including nine officers, were taken prisoner yesterday.

"In the battles in the last few days our aeroplane squadrons inflicted considerable damage on the enemy by attacks on shelters, marching and bivouacking troops and on lines of communication in the rear.

"Army group of General Count von Bothmer. Continuing their attacks in the sector northwest and west of Buczacz (southeastern Galicia), the Russians succeeded at a few points in penetrating our first line of defense. They were driven back again. All the Russian attacks were vigorously repulsed.

"Balkans: There is nothing to report."

GERMAN ASSAULTS REPULSED BY FRENCH COUNTERATTACKS

PARIS, July 31.—North of the Somme yesterday evening and last night the Germans repulsed their counterattacks between Ham wood and Monacu farm, says the official statement issued this afternoon by the French War Department. The struggle was especially severe around Monacu farm, where the Germans got a footing for a moment, but were immediately driven back.

At Ham wood all the German assaults were repulsed by French counterattacks. At the same time the French batteries on the left bank of the Somme, the statement continues, enfiladed the German troops, inflicting great loss.

On the left bank of the Meuse, in the Verdun sector, a German attack on the northeast side of July 29 failed.

On the right bank of the Meuse, the French progressed slightly in the region southwest of Fleury.

The War office communication made public to-night says:

"North of the Somme the Germans to-day continued their counterattacks in the Ham wood and the Monacu farm. All their attacks failed with serious enemy losses and we maintained the captured positions.

"On the right bank of the Meuse (Verdun sector) the artillery duels continue violent in the sectors of the Thiaumont wood and Fleury.

"During Sunday night one of our air squadrons bombarded military factories at Thionville and the stations of Conflans and Audun-le-Roman, as well as the region of Elain.

GERMAN AIRSHIPS RAID ENGLISH COASTS

LONDON, August 1.—The eastern and southeastern counties of England had a visitation from German airships late last night, and at this hour the attack is still progressing. An official communication just issued says:

"An attack by a number of hostile airships developed before midnight. The raiders are reported as having crossed the coast line along the eastern and southeastern counties. Bombs were dropped off the Thames estuary.

"The action is proceeding."

Another official communication issued early this morning says:

"The raid appears to have been carried out by a considerable number of airships. The raiders seem to have spent some time cruising over the counties of Lincoln, Norfolk, Suffolk, Cambridge, Essex, Kent and Huntingdon."

"Bombs were dropped somewhat indiscriminately over localities possessing no military importance. Our anti-aircraft guns came into action, it is believed, with good effect. Full details of the raid are not yet at hand."

Adrenalin Proves Cure for Plague

New York Specialists Now
Hope End of Epidemic
Is in Sight.

(Special to The Times-Dispatch.)

NEW YORK, July 31.—Physicians leading New York's fight against infantile paralysis breathed a sigh of relief to-day with the announcement of the first cure wrought by the newly discovered adrenalin treatment on which the specialists have built their hopes of breaking the epidemic.

To-day there was discharged from New York Hospital, Nese and Lang Hospital a baby boy who three weeks ago was brought to the hospital apparently doomed to either death or the life of a helpless cripple. So complete had been the child's cure that specialists now hope the end of the epidemic is in sight.

The announcement of Dr. E. J. Perin, executive surgeon of the hospital, read:

"The first patient was discharged to-day. We have thirty more patients in the hospital who are only waiting the cure of the child's paralysis to be discharged. All of them have been cured by the use of intraspinal injections of adrenalin recommended by Dr. S. J. Meltzer, of the Rockefeller Institute.

"Dr. Meltzer's theory has unquestionably been sustained. In our hospital we have received sixty-five patients suffering from infantile paralysis. Only seven have died. All of the seven were in a moribund condition when they arrived. The other have received injections of adrenalin every six hours, and improvement is uniform."

The disease passed the 4,000 mark to-day in the number of cases. Deaths up to today totaled 341.

To-day was a record-breaking day in the State. Outside of New York City fifty-three new cases and three deaths were reported. In New Jersey twenty-eight new cases were reported.

Colonel Theodore Roosevelt wrote to-day to Deputy State Health Commissioner Williams, offering to cooperate in the establishment of an isolation hospital at Oyster Bay.

PLEDGED TO AWARD OF 1876 IN REGARD TO BOUNDARY

Maryland Commission Finds It Cannot
Recover 20,000 Acres Allotted
to Virginia.

(Special to The Times-Dispatch.)

BALTIMORE, Md., July 31.—The Maryland State Conservation Commission to-day received from Attorney-General Ritchie an opinion that Maryland is pledged to the Black-Jenkins award of 1876, in regard to the boundary between Maryland and Virginia.

The commission is authorized under an act of the last legislature "to mark and maintain, with buoys placed at intervals of not more than one mile apart, the line between the waters of Maryland and Virginia from Cedar Straits in Potomac Sound, to Williams Point, in Delmar River."

Under this act the Maryland commission took up with Virginia authorities and Governor Stuart recently the restoration of buoys along the boundary.

In seeking old locations, the engineers of the Maryland commission discovered that under the original lines and under the Maryland charter Maryland was entitled to 20,000 acres which had been awarded to Virginia under the Black-Jenkins arbitration. The Attorney-General holds that the boundary line established by the arbitrators is the true boundary between the two states, and that Maryland had given its assent to plan.

St. Petersburg, July 31.—The Dutch mail steamship Koninkin Wilhelmina has struck a mine near the North Hinder Lightship, says a dispatch from the Hague to Reuters' Telegraph Company. The passengers are in the lifeboats and made for the lightship.

The captain of the Koninkin Wilhelmina reported by wireless that his ship had struck a mine near North Hinder, and that only the aft part of the vessel was out of the water. Boats with the passengers left the steamer, but after awhile returned. Later the passengers again took to the boats, and are proceeding to the Dutch coast.

Steamer and torpedo-boat destroyers have been dispatched to the assistance of the Koninkin Wilhelmina.

Reuters' correspondent at Flushing, Holland, reports that the Koninkin Wilhelmina had on board forty-one passengers and a crew of sixty. All of them are believed to be now aboard the boats from the lightship which have not yet arrived. Among the saved are some wounded soldiers.

The ship, as the dispatch left that city at 2 o'clock and struck the mine about 5 o'clock finally sinking after keeping afloat for some time.

Three stokers were killed when she struck the mine.

AMERICAN CONSUL MAHIN
AND WIFE RESCUED

THE HAGUE, July 31 (via London).—Frank W. Mahin, the American consul at Amsterdam, and his wife, Mrs. Alice Mahin, were the only American passengers on board the Dutch mail steamer Koninkin Wilhelmina. Both were saved.

"The information was given to the Associated Press by the Zealand Steamship Company."

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NOMINATION OF HUGHES BLOW TO FEDERAL COURT

Senator Walsh Favors Amendment
to Make U. S. Judges Ineligible
for Elective Office.

JUSTIFIED ONLY IN CRISIS

But Denies That Any Condition or
Danger Calls for Disregard of
Salary Rule at This Time—Town-
send Speaks in Reply.

WASHINGTON, July 31.—In a speech to-day on the Thomas constitutional amendment to make Federal judges ineligible to any elective office, Senator Walsh, Democrat, declared that former Justice Hughes was nominated for the presidency by the Republicans "to save his party, not to save the country," and charged that no more deadly blow ever had been aimed at the Federal judicial system.

Senator Walsh said it was appropriate to defer action on the proposed amendment until a calmer time, and that the election in November would serve as a referendum on the principle involved. If Mr. Hughes were defeated, he said, no political party would be likely to have the hardihood again to name as its candidate for President a member of the Supreme Court, while if he were elected, the Republican party could not stultify itself by submitting or consenting to the amendment.

"A departure from the salary rule in consequence of which no justice of the Supreme Court has ever until now become the candidate for any party for the office of President," said Senator Walsh, "can be justified only in some crisis involving the national life, or when possibly the state of public morals had become so corrupt that, as a brilliant writer puts it, a Papinian or an Ulpian at the helm of state may be the only choice as against a Nero or a Caligula."

NO CONDITION CALLS
FOR DISREGARD OF RULE

"What condition calls for a disregard of it in the present emergency? What radical change is demanded in order to preserve the country or its institutions from impending collapse or ruthless destruction? From what quarter is our independence threatened?"

Senator Walsh said that it was only just to assume that Justice Hughes' nomination came to him unsought, and that he had no hand in the well-ordered prearrangement campaign that was conducted in his behalf, but that "this success in the election would excite hopes in the breasts of men less rigidly scrupulous, and it would, as a practical matter, be impossible to differentiate between the man who had remained discreetly but expectantly silent, and the man who had actively conspired at efforts to secure his nomination."

Mr. Townsend, of Michigan, spoke in reply. "It is a compliment to Mr. Hughes that no one has raised any other issue against him," he said. "He has never pandered to classes or to public sentiment, but has adhered to his duty as he saw it. He was chosen to lead his party against the opposition of the so-called politicians. He accepted because he believed the people called him, and because he believed a national emergency does exist and has existed for two years and a half."

DOHERTY SEEKS TO OUST
BROCK FROM OFFICE

(Continued from First Page.)

arraigned for violations of the labor law.

BROCK SAYS CLINEDINST
FAILED TO MAKE OUT CASES

Mayor Brock said over the long-distance telephone, in reference to the application of Commissioner of Labor Doherty to have him removed from office, that the commissioner has failed to make out a case against him. On the contrary, he said, it is admitted, in the case of the Underwood Manufacturing Company, charged with not using proper precautions for the safety of employees, that Inspector Clinedinst had not presented his evidence in the proper manner.

He defended his position in dismissing the case against the Smithfield Light and Power Company, charged with not having stated pay days as required by statute, by saying that it had been shown that the company had paid its employees four or five times monthly, and that the employees were satisfied. He would neither deny nor confirm the report that he had said that "Smithfield is too small a town to be bothered with State labor laws."

When questioned, he merely laughed. "FORWARDS STENOGRAPHIC RECORD OF TRIAL."

With the petition to Judge White, Commissioner Doherty forwarded a stenographic record of the evidence introduced at the trial of the Smithfield firm. The record had been made when Inspector Clinedinst received warning from Mayor Brock that cases brought against individuals in his jurisdiction would be dismissed.

Under the outer law, it is the duty of Judge White forthwith to cause a rule to be issued requiring Mayor Brock to show cause, if any he can, why he should not be removed from office. The rule is returnable in not less than five nor more than ten days. The complaint is given precedence over all other cases on the docket, and must be tried forthwith. The law provides that if the accused officer is shown at the trial to have "failed, neglected or refused to perform his duty under section 1 of the act, he shall be removed from office."

Section 1 of the outer law provides that "every person holding any office of trust or profit under and by virtue of the laws of the State of Virginia, either State, county or municipal, except such officers as are by the Constitution removable only and exclusively by methods other than those provided by this act, who shall knowingly or willfully misconduct himself in office or who shall knowingly or willfully neglect to perform any duty enjoined upon such officer by any law of the State of Virginia . . . shall forfeit his office and be ousted from office." In the manner provided in the same act.

TEXT OF PETITION
FILED BY DOHERTY

Commissioner Doherty's petition to Judge White follows:

To the Honorable B. D. White, Judge of the Circuit Court of the County of Isle of Wight:

Application is respectfully made to your honorable court under Chapter 451 of the Acts of Assembly of 1916, to remove from office L. C. Brock, Mayor of the town of Smithfield, in the County of Isle of Wight, for knowingly and willfully misconducting himself in office upon the following grounds, to wit:

"That the said L. C. Brock, by virtue of his said office of Mayor, exercises the powers and authority of a justice of the peace for the said town of Smithfield;

"That upon the 21st day of June, 1916, being applied to by J. B. Clinedinst, assistant chief factory inspector of the State of Virginia, for warrants against the Smithfield Light and Power Company and the Underwood Manufacturing Company, he told the said Clinedinst that if he, Clinedinst, brought the case against the Smithfield Light and Power Company before him, that he, the said Brock, would dismiss it;

"That the said Brock said that he was glad the child-labor cases were in the county, if they came before him he would dismiss them; that he thought Mr. Underwood was doing the town a favor in working those children; that this was said before the trial of the cases and before the said Brock had heard the evidence; that the said Clinedinst, in response to the said Brock, swore out a warrant against the Smithfield Light and Power Company for violation of Chapter 166 of the Acts of 1912, known as the semi-monthly pay law, and two warrants against the Underwood Manufacturing Company, Inc., one for violation of Chapter 16 of the Acts of 1914, known as the safety appliance law, and one for violation of Chapter 323 of the Acts of 1914, known as the child-labor law; that the said warrants were tried at Smithfield, in the County of Isle of Wight, by the said L. C. Brock, Mayor, on June 26, 1916; that the cases against the Smithfield Light and Power Company and the Underwood Manufacturing Company, Inc., were fully proved by testimony offered by the Commonwealth; that the said L. C. Brock secured in haste to decide the cases in favor of the defendants, as he had threatened to do without waiting for evidence to be fully offered, that he led the witnesses with the evident intention of damaging in appearance the Commonwealth's cases, that he permitted bystanders to prompt the witnesses, that he dismissed two of the warrants, to wit: the warrant against the Smithfield Light and Power Company and the warrant under the child-labor law against the Underwood Manufacturing Company, Inc., upon the express ground that the law ought not to apply to towns like Smithfield; that he admitted from the bench in open court that he had threatened, before the warrants were sworn out and before he had heard the evidence, to dismiss these warrants if they were sworn out; that his whole attitude and bearing was openly and shamelessly hostile to the enforcement of the laws of the Commonwealth, that his judicial opinion was admittedly warped, biased and prejudiced, that the cases tried by him were prejudicial and his action predetermined, expressly so and admittedly so.

In all of which it is respectfully submitted he, the said Brock, knowingly and willfully misconducted himself in office within the meaning of Chapter 451 of the Acts of 1916.

And your complainant accordingly prays that the said L. C. Brock be removed from his said office of Mayor of the town of Smithfield, in accordance with law.

(Signed) JAMES B. DOHERTY,
Commissioner of Labor.

VOTE TO DELAY ACTION ON IMMIGRATION BILL

Democratic Senators in Caucus Adopt
Resolutions Binding All to
This Decision.

FIRST IMPOSED IN YEARS

Put Through by Party Leaders to
Whip Into Line Group of Southern
Senators, Who Planned to Saddle
Rider on Child-Labor Measure.

WASHINGTON, July 31.—Democratic Senators, in a caucus to-night, voted to postpone action on the immigration bill until the next session of Congress and adopted, 35 to 6, a resolution binding all Democratic Senators to that decision. A resolution then was adopted, 37 to 7, pledging the majority to vote down any attempt to attach the immigration measure to the child-labor bill as a rider.

The binding resolution, the first of that nature imposed by a Democratic caucus for several years, was put through by party leaders to whip into line a group of Southern Senators who had announced they would support an effort to saddle the child-labor bill, which they oppose, with an immigration rider, including the literacy test section, in the hope that President Wilson then would veto it.

The seven Senators who voted against the resolution pledging defeat of the immigration rider were Senators Bankhead and Underwood, Alabama; Martin and Swanson, Virginia; Simmons and Overman, North Carolina, and Beckham, Kentucky.

Senator Overman declined to vote on the binding resolution.

In voting to postpone action on immigration until next session, a resolution was adopted providing that if efforts failed to get an advance agreement this session on a date to take up the bill, it should become the first business to be considered at the opening of the session in December, and should be kept before the Senate until disposed of.

The question of considering immigration before adjournment was briefly debated earlier in the day, and a motion to take up the measure immediately was voted down, 35 to 17, all Democrats opposing it.

During discussion on the motion Senator Stone arraigned Senators who he said were seeking to displace the Senate's regular order with matter purely political, and warned his colleagues that they might as well reserve their political arguments for the stump, because the newsmen would not print them, and they would "only slumber in the Congressional Record."

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DEUTSCHLAND EXPECTED
TO SAIL WITHIN 24 HOURS
(Continued from First Page.)

would arrive off Cape Henry by early morning, and that the Deutschland would leave Baltimore upon the arrival of the Bremen in American waters were current here to-night. The original source of the rumors was not traceable, but they were given much credit in German circles.

At Cape Henry, however, there were no indications that the Bremen was expected. No strange tugs were in sight, as was the case shortly before the Deutschland appeared.

The United States armored cruiser North Carolina, accompanied by two torpedo-boat destroyers, to-day moved back to her former position just inside the three-mile limit of Cape Henry to resume neutrality duty. She had spent Sunday at Old Point near President Wilson's yacht. The allied patrol to-day consisted of one cruiser.

Residents of Virginia Beach reported to-day that a shot was fired across the bow of a vessel by one of the allied cruisers late last night about ten miles off shore.

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TRAIN HITS ENGINE; ENGINEER IS KILLED

Harvey Trevillian Meets Death in
Collision in North Poca-
hontas Yard.

PINNED UNDER LOCOMOTIVE

Colored Fireman Jumps and Re-
ceives Only Slight Injuries—Wes-
man Passenger Is Cut by Glass
From Shattered Window.

(Special to The Times-Dispatch.)

PETERSBURG, VA., July 31.—The local, or short, train on the Atlantic Coast Line Railroad collided with the yard shifting engine in the North Poca-hontas yard to-night about 10:30 o'clock, and Engineer Harvey Trevillian, of the local train, was killed almost instantly. The collision occurred on the northside of the bridge, which crosses the Appomattox over a new cut, just a short distance from Poca-hontas. The cause of the accident has not been definitely ascertained.

Engineer Trevillian was on the west track, and when the collision occurred, his engine left the track and was thrown down a deep embankment. He was caught underneath, and had to be cut out. He died in a few minutes. His colored fireman, Dave Wingfield,

saved his life by jumping from the engine, escaping with a few bruises and a dislocated shoulder.

The engine of the local train is a complete wreck, and is buried in the soft mud of the embankment. The shifting engine was only slightly damaged, and none of the crew of the shifter was injured.

A woman passenger on the local was cut by the glass of the car window at which she was sitting being broken. Engineer Trevillian had been in the employ of the Atlantic Coast Line for a number of years and resided at 112 Colonial Avenue, Richmond. The passengers on the local were badly shaken up.

SOUTHERN'S FINE RECORD

Net Income for Past Fiscal Year
Greatest in History
of Road.

NEW YORK, July 31.—The Southern Railway's net income for the past fiscal year was the greatest in its history, while the revenues were only slightly less than the previous high record, 1914, according to the annual statement issued by the road to-day. The net income shows \$9,245,793, compared with \$15,233,369 the year before.

The gross operating revenue for 1916 was \$69,997